

noos, and, perhaps, with a railroad
is disposal, Napoleon might have
been forced to evacuate Moscow.
there is something about Russia

might say, a species of inorganic being; either heart or head at which a blow could be dealt. She is not possessed of one capital of which the others would conquer a peace, and, with all the campaigns cannot be indefinitely prolonged. Supposing the Czar's armies to be always defeated, the victor would be left in gleaming the fruits of his tri-

ance before he can force Russia to ask terms? Russia has a power of resistance owing from her size and from her

Spite of her millions of soldiers
her strength is, above all, defensive.
advantages, which in the course of
the nineteenth century must make her the mistress
of Europe, is in her mass; but that mass,
because of her great superiority in
the defense of her soil, is an obstacle
to offense. And so it has been proved
in the last great war in which Russia

with a different enterprise from a war the Ottoman, and it is not improbable a formal alliance with France might either cleanse into the triple alliance, or gain to the co-operation of Turkey, Rumania, and the petty Balkanian States, not unlikely, the assistance of the sea fleet. Without any doubt, united with Russia, well commanded, could their own against all the rest of Europe, but, for her assistance, she would be the most costly, because she is most vulnerable. She must face an enemy on every side, on every frontier, on land and on land, in Europe and in Africa, without any certainty that her distant would have time or means to come to her assistance. From a military view all advantages of the triple alliance are for Russia; all the dangers would be France. But yet, taught as it is with most grave perils, that alliance has been the inevitable consequence of the so-called 'League of Peace.'

Quotations.

HONGKONG, May 16.

Old	cash	...
New Benares, cash	467 1/2	to 470
Old	cash	...
New Malwa, cash	...	650
Allowance, Tels.	...	48/56
Old Malwa, cash	...	570/80
Allowance, Tels.	...	30/60
Persian, Oily, cash	...	530
Allowance, Tels.	...	16
Persian, Paper tied	...	530/60
Allowance, Tels.	...	10

Exchange.

HONGKONG, May 16.

London—	
Bank, Wire,	2/11 1/2
" On demand,	2/11 1/2
" 30 days sight,	2/11 1/2
" 4 months sight,	2/11 1/2
" 6 months sight,	2/11 1/2
" 12 months sight,	2/11 1/2
" 18 months sight,	2/11 1/2
" 24 months sight,	2/11 1/2
" 30 months sight,	2/11 1/2
" 36 months sight,	2/11 1/2
" 42 months sight,	2/11 1/2
" 48 months sight,	2/11 1/2
" 54 months sight,	2/11 1/2
" 60 months sight,	2/11 1/2
" 66 months sight,	2/11 1/2
" 72 months sight,	2/11 1/2
" 78 months sight,	2/11 1/2
" 84 months sight,	2/11 1/2
" 90 months sight,	2/11 1/2
" 96 months sight,	2/11 1/2
" 102 months sight,	2/11 1/2
" 108 months sight,	2/11 1/2
" 114 months sight,	2/11 1/2
" 120 months sight,	2/11 1/2
" 126 months sight,	2/11 1/2
" 132 months sight,	2/11 1/2
" 138 months sight,	2/11 1/2
" 144 months sight,	2/11 1/2
" 150 months sight,	2/11 1/2
" 156 months sight,	2/11 1/2
" 162 months sight,	2/11 1/2
" 168 months sight,	2/11 1/2
" 174 months sight,	2/11 1/2
" 180 months sight,	2/11 1/2
" 186 months sight,	2/11 1/2
" 192 months sight,	2/11 1/2
" 198 months sight,	2/11 1/2
" 204 months sight,	2/11 1/2
" 210 months sight,	2/11 1/2
" 216 months sight,	2/11 1/2
" 222 months sight,	2/11 1/2
" 228 months sight,	2/11 1/2
" 234 months sight,	2/11 1/2
" 240 months sight,	2/11 1/2
" 246 months sight,	2/11 1/2
" 252 months sight,	2/11 1/2
" 258 months sight,	2/11 1/2
" 264 months sight,	2/11 1/2
" 270 months sight,	2/11 1/2
" 276 months sight,	2/11 1/2
" 282 months sight,	2/11 1/2
" 288 months sight,	2/11 1/2
" 294 months sight,	2/11 1/2
" 300 months sight,	2/11 1/2
" 306 months sight,	2/11 1/2
" 312 months sight,	2/11 1/2
" 318 months sight,	2/11 1/2
" 324 months sight,	2/11 1/2
" 330 months sight,	2/11 1/2
" 336 months sight,	2/11 1/2
" 342 months sight,	2/11 1/2
" 348 months sight,	2/11 1/2
" 354 months sight,	2/11 1/2
" 360 months sight,	2/11 1/2
" 366 months sight,	2/11 1/2
" 372 months sight,	2/11 1/2
" 378 months sight,	2/11 1/2
" 384 months sight,	2/11 1/2
" 390 months sight,	2/11 1/2
" 396 months sight,	2/11 1/2
" 402 months sight,	2/11 1/2
" 408 months sight,	2/11 1/2
" 414 months sight,	2/11 1/2
" 420 months sight,	2/11 1/2
" 426 months sight,	2/11 1/2
" 432 months sight,	2/11 1/2
" 438 months sight,	2/11 1/2
" 444 months sight,	2/11 1/2
" 450 months sight,	2/11 1/2
" 456 months sight,	2/11 1/2
" 462 months sight,	2/11 1/2
" 468 months sight,	2/11 1/2
" 474 months sight,	2/11 1/2
" 480 months sight,	2/11 1/2
" 486 months sight,	2/11 1/2
" 492 months sight,	2/11 1/2
" 498 months sight,	2/11 1/2
" 504 months sight,	2/11 1/2
" 510 months sight,	2/11 1/2
" 516 months sight,	2/11 1/2
" 522 months sight,	2/11 1/2
" 528 months sight,	2/11 1/2
" 534 months sight,	2/11 1/2
" 540 months sight,	2/11 1/2
" 546 months sight,	

Lra	.....	232
demand	.....	232
slagtang	.....	232
demand	.....	72½
days night	.....	72½
land, 100 hns.	.....	34.00
foreign,	.....	\$6.64

Temperature.

When at Messrs Falconer & Co.'s Premises,
(Queen's Road.)

CUMSTER—	9 A.M.	20.79
Do.	1 P.M.	20.76
Do.	4 P.M.	23.74
CUMSTER—	9 A.M.	82
Do.	1 P.M.	84
Do.	4 P.M.	82
Do.	(Wet bulb) 9 A.M.	80
Do.	Do.	82
Do.	Do.	89
Do.	Do.	89

Do. Maximum 86
Do. Minimum over night 81

METEOROLOGICAL REGISTER.
AT 4 P.M. TO-DAY.

Barometer . . .	29.71
Temperature . . .	72
Humidity . . .	94
Direction of Wind .	wsw
Force . . .	1
Weather . . .	crit

Hongkong Observatory, May 16, 1888.

COAST METEOROLOGICAL REGISTER.							
MAY 15.—AT 4 P.M.							
Barometrical pressure, to sea level, and at 5 ft. Temperature.	Humidity.	Direction.	Wind. Force.	Weather.	State of sky.	Time during precipitation.	
Barometrical.	29.48	51	—	X	5	—	
at sea level.	29.92	—	—	X	4	—	
at 5 ft.	29.93	—	—	SW	2	—	
Temperature.	29.76	75	84	S	3	or	
Humidity.	20.84	82	76	SE	3	—	
Direction.	29.78	83	78	SW	3	—	
Wind.	29.80	90	66	SE	3	—	
Force.	29.81	93	68	SE	2	—	
Weather.	29.93	94	32	SE	2	—	
State of sky.	29.94	—	—	—	—	—	
MAY 16.—AT 10 A.M.							
Barometrical.	29.56	—	79	SE	3	—	0.04
at sea level.	29.68	—	—	S	4	—	
at 5 ft.	29.63	—	—	NE	2	—	
Temperature.	29.69	71	86	SNE	1	—	
Humidity.	29.75	81	83	SE	1	—	
Direction.	29.76	84	76	S	4	—	
Wind.	29.78	86	84	SE	1	—	
Force.	29.80	90	60	SE	1	—	
Weather.	29.81	—	—	—	—	—	
State of sky.	29.93	—	—	—	—	—	

The barometer has fallen and gradients set up for S.W. winds. Cloudy, hot rather damp weather prevails along the coast.

W. DOBIECK.

Government Astronomer.
Hongkong Observatory, May 30.

BAROMETRE, reduced to 33 degrees Fahren-
heit and to the level of the sea in inches, falls
hundredths.

TEMPERATURE, in the shade 51 degree,
wind 51.

HUMIDITY, in percentage of saturation, the
density of air saturated with moisture being
ventil.

DIRECTION of WIND, to two points.

FORCE of WIND, according to Beaufort
scale.

STATE of WEATHER, a blue sky, a few
clouds, & drizzling rain, fog, a gloomy,
foggy, & hazy day, a drizzle, a drizzle,
usually, rain, a snow, a thunder, a visibility,
a fog.

[illegible]

Mails.



STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ANCONA, Captain W. J. WEBER, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 13th May, at Noon. Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 8, 1888. 753

U. S. MAIL LINE,
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco via Yokohama on SATURDAY, the 10th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havanna, Trinidad, and Demara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco... \$200.00
To San Francisco and return... 350.00
available for 6 months... 325.00
To Liverpool... 325.00
To London... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, May 2, 1888. 715

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 30th Instant, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco... \$200.00
To San Francisco and return... 350.00
available for 6 months... 325.00
To Liverpool... 325.00
To London... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 604, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, May 10, 1888. 774

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 24th of May, 1888, at Noon, the Company's Steamship AVA, Commandant VIMONT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 23rd May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, May 11, 1888. 782

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship PORT ADAM, 2,761 Tons Register, West, Commandant, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via KOBÉ and YOKOHAMA, on FRIDAY, the 1st June, at 3 p.m.

To be followed by the S.S. PARATHIA, on the 21st June, and S.S. AYSYNIA, on the 12th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$100.00
To San Francisco... 175.00
To all common points in Can- 200.00
to the United States 300.00
To Liverpool... 305.00
To London... 325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 31st May. All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, May 15, 1888. 802

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 6th day of June, 1888, at 4 p.m. the Company's Steamship NECKAR, Capt. H. SUMMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 5th June, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, May 14, 1888. 797

PUBLICATIONS.

'CHINA MAIL OFFICE.'

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL OFFICE,'
2, Wyndham Street (behind the Club.)

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each English and Foreign Mail Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily newspapers. The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION:
Per Annum... \$12.00; postage, - \$1.00
" Quarter... 3.00 " 0.25
" Single Copy... 0.30
China Mail Office, Hongkong.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.
Reprinted from 'The China Mail.'

WITH AN APPENDIX.
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Price, - - - - - 50 Cents.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH
MORNING STAR

Runs DAILY as a Ferry Boat between Puddar's Wharf and Tsim Sha Tsui at the following hours:—This Time Table will take effect from the 12th April, 1888.

WEEK DAYS. SUNDAYS.
Leave K'loon, Tsim Sha Tsui, Leave K'loon, Tsim Sha Tsui.
6.30 A.M. 7.00 A.M. 6.30 A.M. 7.00 A.M.
8.00 " 8.30 " 7.30 " 8.00 "
8.50 " 9.00 " 9.00 " 9.15 "
9.40 " 10.15 " 9.45 " 10.15 "
10.45 " 11.30 " 10.30 " 10.45 "
12.45 P.M. 1.00 " 11.00 " NOON.
1.30 " 2.00 " 12.30 P.M. 1.00 P.M.
2.30 " 3.00 " 1.30 " 2.00 "
3.30 " 4.00 " 2.30 " 3.00 "
4.15 " 4.30 " 3.30 " 4.00 "
4.50 " 5.10 " 4.15 " 4.30 "
5.25 " 5.40 " 4.50 " 5.10 "
5.55 " 6.15 " 5.25 " 5.40 "
6.45 " 7.00 " 6.55 " 7.15 "
7.15 " 7.15 " 7.15 " 7.00 "

There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, this notice will be given of any stoppages.

NOW ON SALE.
INDEX
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'CHINA REVIEW'

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THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under pure native direction. The chief support of the paper is derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projector, basing their estimates upon the most reliable information from the various Ports of China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, and on the other it deserves every aid that can be given. It is by foreigners, like English journals, it is by foreigners, with Local, Shipping, and Commercial News and Advertisements.

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China Mail Office.

NOW READY.

PRICE, \$1.00.
COMPARATIVE CHINESE FAMILY LAW
By E. H. PARKER.

Can be obtained from KELLY & WAHNE at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. REITH, P.L.D., TUESDAY.

THIRD EDITION.
REVISED, WITH ADDITIONS.
Price, - - - - - \$1.50.
LANE, CRAWFORD & Co.,
Hongkong, August 20, 1884.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, as depending at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellie's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Abercrombie	Brit. str.	1878	May 12	Order	Nagasaki	To-day
Ashington	Brit. str.	869	April 20	Simmons & Co.	Haiphong	To-day
Bisagno	Italian str.	1496	May 9	Carlowitz & Co.	Haiphong	To-day
Borneo	Dutch str.	1434	May 14	Jardine, Matheson & Co.	Satsuma	To-morrow
China	Ger. str.	7418	April 13	Melchers & Co.	Haiphong	To-morrow
Chinghai	Brit. str.	1469	April 23	Butterfield & Swire	Sydney, &c.	To-morrow
Chow-chow	Ger. str.	796	May 10	Chinese	Seigon	19th inst.
City of Rio de Janeiro	Amer. str.	3584	May 10	M. S. S. Co.	Yokohama & San Francisco	19th inst.
Drachenfels	Ger. str.	1552	May 15	Adamsen, Bell & Co.	Seigon	18th inst.
Geelong	Ger. str.	1139	May 15	Geo. R. Stevens & Co.	Touron	Coast Dock
General Worder	Ger. str.	120	May 7	Melchers & Co.	Seigon	To-morrow
J. B. Lay	Ger. str.	107	May 16	Chinese	London	To-morrow
Kildare	Brit. str.	2277	May 13	Butterfield & Swire	Haiphong	To-morrow
Kong Beng	Brit. str.	867	May 10	Yuen Fat Hong	Haiphong	To-morrow
Kwang Lee	Brit. str.	1608	May 10	M. S. S. Co.	Haiphong	To-morrow
Marica	Brit. str.	1090	May 10	Takasima Colliery Agency	Haiphong	To-morrow
Mario	Ger. str.	704	May 13	R. Marty	Haiphong	To-morrow
Monelaus	Ger. str.	1300	May 13	Butterfield & Swire	Haiphong	To-morrow
Peking	Ger. str.	954	May 16	Simmons & Co.	Haiphong	To-morrow
Phu Quo	Ger. str.	234	May 10	Chinese	Haiphong	To-morrow
Pilot Fish	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.	Haiphong	To-morrow
Soochow	Brit. str.	813	May 16	Chinese	Haiphong	To-morrow
Tartar	Brit. str.	1604	May 16	Adamsen, Bell & Co.	Haiphong	To-morrow
Thales	Brit. str.	819	May 16	Douglas Steamship Co.	Haiphong	To-morrow

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Allie Rowe	Philips	81	1	385	W. J. W. Co.	Laid up
Anna Wichhorst	Dan. sch.	385	4	100	W. J. W. Co.	Laid up
Anticette	Brit. sch.	884	1	0	Order	New York
Centanilla	Amer. sch.	1222	1	27	Carlowitz & Co.	Howards wharf
Esport	Amer. sch.	687	1	6	Gonsalves & Co.	Howards wharf
Esport	Amer. sch.	1007	1	6	Melchers & Co.	Howards wharf
F. H. Drews	Ger. sch.	824	4	15	Melchers & Co.	Howards wharf
Hayden Brown	Amer. sch.	824	4	15	Butterfield & Swire	Howards wharf
H. Pritzenberg	Ger. sch.	560	4	17	Melchers & Co.	Howards wharf
Isle	Brit. sch.	206	4	25	Simmons & Co.	Howards wharf
Koon Wha	Ger. sch.	373	4	18	Eduard Schellhas & Co.	Howards wharf
Louisa	Ger. sch.	630	4	15	Gonsalves & Co.	Howards wharf
Mount Lebanon	Ger. sch.	630	4	15	Gonsalves & Co.	Howards wharf
Pactolus	Amer. sch.	1145	4	11	Melchers & Co.	Howards wharf
Ruby	Brit. sch.	1392	4	11	Melchers & Co.	Howards wharf
Sa Swallow	Brit. sch.	332	4	7	Gonsalves & Co.	Howards wharf
Titan	Amer. sch.	1270	4	28	Pusan & Co.	Howards wharf
Velocity	Brit. sch.	401	4	7	Gonsalves & Co.	Howards wharf
Young Slam	Brit. sch.	700	4	20	Chinese	Howards wharf

Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alcorcy	despatch-vessel	1700	4	3180	Com. R. Blair Macdonald	Shanghai
Andania	gunboat 2nd class	6010	10	4830	Capt. John B. Warren	Shanghai
Constance	cruiser 3rd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Poochow
Cordelia	cruiser 3rd class	2380	14	2580	Capt. L. O. Koppel	On a cruise
Esk	g-b. 3rd class coast defence	363	3	340	Captain Henry H. Boys	Shanghai
Esport	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	In reserve
Firebrand	gunboat 2nd class	465	4	460	Lieut.-Com. Denison	Hongkong
Harold	gunboat 2nd class	4300	10	5500	Captain Chas. J. Balfour	Manila
Leander	gun-vease 2nd class	756	5	1050	Captain Chas. J. Balfour	Shanghai
Marine	gunboat 2nd class	430	4	490	Commander W. J. Dunlop	Kobe
Orion	sloop	1130	10	1120	Commander W. Marrack	Hongkong
Rambler	battle ship 3 class armoured	4870	4	4040	Lieut.-Com. W. M. Maturin	Hongkong
Sappho	surveying vessel	830	3	690	Commander J. H. Martin	Shanghai
Satellite	gunboat 1st class	715	6	1200	Captain T. H. Boys	Singapore
Soleil	cruiser 3rd class	1970	12	2380	Commander W. U. Moore	On a cruise
Sunbeam	cruiser 3rd class	1420	8	—	Lieut.-Com. W. Maid. Dongall	Yokohama
Titan	torpedo mining launch	150	—	—	Captain W. O. Karlake	Shanghai
Typhoon	gun-veasel 2nd class	766	6	1010	Captain T. E. W. Neahan	Hongkong
Unicorn	receiving ship	5187	14	—	Com. Hon. Richard Bingham	Hongkong
Vernon	sloop	925	4	750	Commander Maxwell, A.D.C.	Swatow
Wendell	coast defence ship, armoured	2750	4	1450	Commander Geo. Giffard	Hongkong
Wendell						On a cruise
Wendell						Hongkong

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